

Listing of the Claims:

1. (Currently amended) An automatic driving position adjustment system for use in a vehicle having at least first and second adjustable components, wherein the first component is adjustable by an operator between a first and second position, comprising:

(a) a movement-distance sensor that generates an output signal indicative of the distance that the first adjustable component moves when adjusted by an operator between its first and second positions;

(b) a controller responsive to the output signal of the movement-distance sensor and ~~adapted~~ configured to compute a ~~required~~ relative distance that the second adjustable component is to move on the basis of the distance moved by the first adjustable component; and

(c) a motor that is actuated by the controller and is drivingly engaged to the second adjustable component to move the second component the ~~required~~ relative distance as computed by the controller.

2. (Original) The automatic driving position adjustment system of Claim 1, wherein the first adjustable component is a driver's seat, and the second adjustable component is selected from the group consisting of: a steering wheel, door mirror, interior mirror and pedal.

3. (Currently amended) The automatic driving position adjustment system of Claim 1, wherein the controller is further ~~adapted~~ configured to compute the ~~required~~ relative distance by multiplying a prescribed coefficient based on statistical body dimensions by the distance that the first adjustable component has moved.

4. (Currently amended) The automatic driving position adjustment system of Claim 1, wherein the controller is further adapted to actuate the motor to move the second adjustable component the relative distance when the vehicle is in a prescribed state.

5. (Original) The automatic driving position adjustment system of Claim 4, wherein the prescribed state is selected from the group consisting of: the vehicle speed is zero, the position of the shift lever is in park, the position of the shift lever is neutral, and the parking brake is on.

6. (Currently amended) The automatic driving position adjustment system of Claim 1, wherein the first adjustable component is a first mirror surface that moves through a range of angular positions when adjusted by an operator between the first and second positions; and the second adjustable component is a second mirror surface ~~[[a]]~~ that is adjustable through a range of angular positions; wherein the movement-distance sensor output is indicative of the change in the angular position of the first mirror surface.

7. (Currently amended) A vehicle, comprising:

(a) a first adjustable component;

(b) a first motor adapted to move the first adjustable component in response to an operator-actuated signal;

(c) a movement-distance sensor operatively coupled to the first motor and adapted to output a signal ~~indicative of~~ commensurate with the distance that the first motor moves the first adjustable component in response to the operator-actuated signal;

(d) a second adjustable component;

~~[[d]]~~ (e) a controller responsive to the output signal of the movement-distance sensor ~~and adapted,~~ the controller configured to compute a ~~required~~ relative distance that the second adjustable component is to move on the basis of the distance moved by the first adjustable component;

~~[[e]]~~ (f) a second motor actuated by the controller and drivingly engaged to the second adjustable component to move the second adjustable component the ~~required~~ relative distance as computed by the controller.

8. (Original) The vehicle of Claim 7, wherein the first adjustable component is a driver's seat, and the second adjustable component is selected from the group consisting of: a steering wheel, door mirror, interior mirror, and pedal.

9. (Currently amended) The vehicle of Claim 7 wherein the controller is further adapted configured to compute the ~~required~~ relative distance by multiplying a prescribed coefficient based on statistical body dimensions by the distance that the first adjustable component has moved.

10. (Currently amended) The vehicle of Claim 7, wherein the controller is further adapted to actuate the second motor the relative distance to move the second adjustable component when the vehicle is in a prescribed state.

11. (Original) The vehicle of Claim 10, wherein the prescribed state is selected from the group consisting of: vehicle speed is zero, the position of the shift lever is in park, the position of the shift lever is neutral, and the parking brake is on.

12. (Original) The vehicle of Claim 7 wherein the first adjustable component is a first mirror surface; wherein the first motor rotates the first mirror through an angular distance; and wherein the movement-distance sensor output is indicative of the angular distance.

13. (Currently amended) An automatic driving position adjustment system for use in a vehicle having at least first and second adjustable components, wherein the first component relates to the attitude of the driver and is movable by the driver during a series of adjustment cycles, comprising:

(a) movement-distance detecting means for detecting the distance that the first adjustable component has moved from its position during the previous adjustment cycle to its position in the current adjustment cycle;

(b) control means for computing the required relative distance that the second adjustable component is to move on the basis of the distance moved by the first adjustable component as detected by the movement distance detecting means; and

(c) drive means for moving the second adjustable component by the required relative distance as computed by the control means.

14. (Original) The automatic driving position adjustment system of Claim 13, wherein the first adjustable component is a driver's seat, and the second adjustable component is selected from the group consisting of: a steering wheel, door mirror, interior mirror, and pedal.

15. (Currently amended) The automatic driving position adjustment system of Claim 13, wherein the control means computes the required relative distance by multiplying a prescribed coefficient based on statistical body dimensions by the distance moved by the first adjustable component as detected by the movement distance detecting means.

16. (Currently amended) The automatic driving position adjustment system of Claim 13, wherein the control means moves the second adjustable component the relative distance when the vehicle is in an interlocked state.

17. (Original) The automatic driving position adjustment system of Claim 16, wherein the interlocked state is selected from the group consisting of: vehicle speed is zero, the position of the shift lever is in park, the position of the shift lever is in neutral, and the parking brake is on.

18. (Original) The automatic driving position adjustment system of Claim 13, wherein the first adjustable component is a first mirror surface adjustable about an angle and the second adjustable component is a second mirror surface, wherein the movement-distance detecting means detects the angle that the first mirror is rotated.

19. (Currently amended) A method for use in a vehicle to automatically adjust the position of a second adjustable component in response to the operator-actuated adjustment of a first adjustable component, comprising:

- (a) detecting the distance of operator-actuated adjustment of the first adjustable component;
- (b) computing the ~~required~~ relative distance of adjustment that the second adjustable component is to undergo on the basis of the detected amount of adjustment of the first adjustable component; and
- (c) moving the second adjustable component by the ~~required~~ relative distance of adjustment.

20. (Original) The method of claim 19, wherein the first adjustable component is a driver's seat, and the detected distance of adjustment is measured as distance traveled by the seat.

21. (Original) The method of claim 19, wherein the first adjustable component is a mirror surface that is adjustable by rotation, and the detected distance of adjustment is measured as an angle through which the mirror is rotated.

22. (Original) The method of claim 19, wherein the second adjustable component is selected from the group consisting of: a steering wheel, door mirror, interior mirror, and pedal.

23. (Currently amended) The method of Claim 19, wherein the step of computing the ~~required~~ relative distance of adjustment further comprises multiplying a prescribed coefficient based on statistical body dimensions by the detected distance of adjustment of the first adjustable component.

24. (Currently amended) The method of claim 19, wherein the step of moving the second adjustable component by the ~~required~~ relative distance of adjustment takes place only when the vehicle is in a prescribed state.

25. (Original) The method of claim 24, wherein the prescribed state is selected from the group consisting of: the vehicle speed is zero, the position of the shift lever is in park, the position of the shift lever is in neutral, and the parking brake is functional.